

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL, HONGKONG.UNDER the Direction of Mr. ROBERT
BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT.

(SATURDAY), APRIL 20TH.

THE

BROUGH COMEDY CO.

BROUGH COMEDY CO.

BROUGH COMEDY CO.

TO-NIGHT.

(SATURDAY) and MONDAY NEXT.

FIRST PRODUCTION IN HONGKONG.

"THE GAY LORD QUEX"

"THE GAY LORD QUEX"

"THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR
W. PINERO.

TUESDAY and WEDNESDAY.

FIRST PRODUCTION IN HONGKONG.

OF THE

"MANOEUVRES OF JANE"

"MANOEUVRES OF JANE"

"MANOEUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR
JONES.

THURSDAY and FRIDAY.

April 25th and 26th.

THE

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

A Comedy Four Acts, by
ANTHONY HOPE.The Box plans are now on view at THE
ROBINSON PIANO CO., where seats can be
booked SIX DAYS IN ADVANCE.
PRICES AS USUAL.Boxes \$15.00
Dress Circles and Stalls 3.00
Pl. 2.00
Back Seats 1.00
Doors open 8.30. Curtain 9 P.M.
Carriages 11.30.Late Trams 15 minutes after performances.
Hongkong, 20th April, 1901. [149c]SINGING, PIANO, MANDOLINE,
AND GUITAR.SIGNOR CATTANEO, having returned
to the Colony, has resumed TUITION.
TERMS \$10 per Month.
(TWO LESSONS PER WEEK).Application may be made by intending
pupils through the ROBINSON PIANO CO.
Hongkong, 20th April, 1901. [144c]REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE" 23rd April.
"FERNDENE" 3rd May.
"AFRIDI" 14th May.
"HILLGLEN" 14th June.
"LOWTHER CASTLE" 30th June.* Calling at MANILA and CEBU.
For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.
Hongkong, 20th April, 1901. [145c]FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above ports, on THURSDAY, the 25th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 20th April, 1901. [143c]THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"
Captain G. T. Blackland, will be despatched as
above on SATURDAY, the 27th instant, at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th April, 1901. [142c]

Intimations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,

5, D'Aguiar Street.
Hongkong, 27th April, 1900. [34]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing Cleaned,
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any BAKER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.WATSON'S
HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT,
GERMIGIDE, ANTISEPTIC
AND DEODORISER.RECOMMENDED BY THE MEDICAL
PROFESSION.CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
IOR in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.WATSON'S
PURE CARBOLIC
SOAPSwill be found most efficacious for the
prevention of contagious diseases of
all kinds.A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

At Elliot Crescent, Robinson Road, on the
19th instant, the wife of CARL ROGGE, of a
son. [143c]

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 20, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

A BAD HALF-YEAR.

LONDON, April 18th.

In the Blue-book, a despatch from Sir
Alfred Milner dated 6th February summariz-
ing the situation says that it is useless to
deny that the last half year has been one of
retrogression both materially and morally.

THE BUDGET.

The deficit last year amounts to 53
millions sterling. Had it not been for the
war there would have been a surplus of 15
millions sterling.

THE BUDGET.

WAR EXPENSES.

The Budget estimates the expenditure for
1901 at £187,600,000 sterling, of which
£60,000,000 is for the war. The deficit is
estimated at £55,000,000.

INCREASED INCOME TAX.

DUTY ON COAL EXPORTS.

It is proposed to add two pence to the
Income tax; to impose a duty of four shil-
lings and two pence on Refined Sugar po-
larizing above 68, including the West Indian
duty; to diminish the duty on Raw Sugar
polarizing above 98, including the West
Indian duty; to diminish the duty on Raw
Sugar polarizing below 98; to impose duties
of two shillings on Molasses and of one
shilling and eight pence on Glucose; and
an export duty of one shilling a ton on Coal.PROPOSAL TO SUSPEND SINKING
FUND.The new duties are estimated to yield
£11,000,000 sterling. It is proposed to
suspend the Sinking Fund, and is borrow
£60,000,000 on Consols.

WEATHER REPORT.

The Observatory report says—
On the 20th at 12.5 p.m. the barometer has
risen on the China coast. The depression is
probably moving Eastwards over Japan, and
pressure is highest over the N.E. coast of China.
Gradients slight with moderate N.E. winds on
the China coast. Forecast—S to E. winds,
moderate; unsettled, showery.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.The Lady Superior of the Italian Convent begs
to acknowledge the receipt of \$150 from a
Friend of the Institution for the extension of
the Convent.PATIENT—Doctor, I feel just as though I had
reached the portals of death and could get
through. Doctor—Don't worry. I'll pull
you through.It is stated that the captain of the *Trigania*,
the tank steamer on board of which two men
were suffocated at Singapore, of which we
publish details in another column, is to be pro-
ceeded against for negligence.The three Russian destroyers which were
reported at Saigon the other day have arrived
here and are coaling preparatory to proceeding
north to join the Russian fleet. They are
handy-looking craft, one of them being very
similar in appearance to the *Whiting*, only
having four instead of three funnels.We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.By referring to a new advertisement in our
Columns, it will be seen that the popular and
well known teacher of Music and Singing
Signor Cattaneo has returned to the Colony
after his holiday in Italy. He is about to re-
sume his work again; all particulars may be
obtained from the Robinson Piano Company.The Band of the Madras Light Infantry will
play at the Hongkong Hotel this evening from
8 to 9.30 p.m.PROGRAMME.
1—Overture King.
2—Selection "Hells of New York" Quilcrist.
3—Waltz Venetian Song Quilcrist.
4—Cavaliers Regina di Colonia Donizetti.
5—Selection "Lullaby Lullaby" Sullivan.
6—Song "The Lost Chord" Sullivan.
7—Waltz "Petrole Polka" Waldteufel.
"God save the King."SHANGHAI papers of the 15th inst. report the
following accident—A foreigner whilst out
shooting yesterday morning about 9 o'clock in
the vicinity of the New Rifle Range, by acci-
dent fired his shot gun into a group of Chinese
and wounded seven men. Some were sent to
the St. Luke's Hospital. One man, it is learned,
sustained severe injury to his eye. The magis-
trate of the district is making a claim on behalf
of the injured men and there will probably be
an enquiry at the Consulate concerned, as the
name and address of the foreigner is known.We are glad to see Mr. H. V. R. Kemball, C.E.,
Executive Engineer, P. W. D. Poona, protest-
ing in the press against the stupid vandalism
of visitors to places of historical and archaeo-
logical interest who cut and write names on the
walls or pillars, says *Indian Engineering*. The
old Buddhist caves at Rani are badly disfigured
by this childish diversion, and we can point
to other places in India which have suffered
similarly. There should be a penal enactment
against such practices, and we trust that Lord
Curzon, who has the preservation of old monu-
ments so much at heart, will give the sugges-
tion his earnest consideration."THE eggs of a scavenger hen are not fit to be
eaten," says Dr. J. H. Kellogg, writing in *Modern
Medicine*. "My attention was called to this a
number of years ago. A lady said she could
not eat our eggs. She wanted 'sunflower eggs'.
I told her we had the best eggs in the country,
but she wanted 'sunflower eggs'. I asked her
what she meant by that, and she said that ap-
parently at home fed her chickens on sun-
flower seeds, and that the eggs were remarkably
sweet. Some of the eggs were sent for, and
this was found to be true. Eggs do partake of
the nature of the food which has been eaten.
When chickens are fed on dead calves, dead
hogs, or other dead animals, their eggs will
partake of the strong rank favours that they
have swallowed with their food."THE following amusing story concerning the
relations existing between American officers
and their men is going the rounds. During
the operations prior to the successful arrival of
the allies at Peking, an American volunteer
artillery battery came into action. An English
naval officer was standing by one of the guns
when a Yankee officer hurried up. "Would
you mind," he said, in most polite accents,
"knocking that nut into atoms?" The gunner
laid the gun and did the deed. "Many thanks,"
said the officer, before departing. "What didn't
he order you to do it, instead of making all
that fuss?" he asked. "Well, you see, it's
this way," was the reply. "When we're not
soldiering we're both in the jewellery trade,
same shop. Only I'm the boss of the shop,
and he's the assistant."AN Allegheny press dispatch says of 6th
March—Cecil Sherbrooke Beaumont Haw-
land, Earl of Warrgrave, and a Knight of the
Garter of Britain's court, lies dead in the
General Hospital, known as plain C. B. Haw-
land. The dead nobleman was employed as a
foreman of one of the departments of the
Pressed Steel Car Company at Midland
Rocks. He boarded at the Sauer's Hotel
for the past year, but had not told any one of
his position in England. He was taken sick
two weeks ago with typhoid fever, and it
was while examining the dead man's effects
to learn something of his relatives that the
hotelkeeper found that Hawland was a noble-
man. Among the letters were several from
A. J. Harrison, of 32 Broadway, New York,
who claims to be a brother of the dead
man. Another letter from the legal firm
of Beesford, Gray and Seymour, of London
England, notifies Hawland of his succession to
the title and estates of his uncle, Edward, Earl
of Warrgrave. The writer addressed the Pitt
burghs as "My Lord," and hoped that he
would shortly return to England to enter in
possession of his estates. In the letter from
the brother occurs the sentence: "I think you
ought to go elsewhere, and use your own
name."

HONGKONG SHARE MARKET.

HONGKONG, Friday, April 19th.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report state—The past week has been noticeable for
further boom in most of the leading stocks, and
business during the period under review has
continued very brisk. Banks—Hongkong and
Shanghai Banks have experienced a further
substantial rise and have been booked at rates
up to 370 per cent. premium cash on time
shares have been booked at 375 per cent. pre-
mium for May and 380 per cent. premium for
June. The London quotation is £60 5/8 National
Bank.are unchanged. Marine Insurance Unions
after a small sale at \$240 per share, enquiries at
\$290, but shares are difficult to obtain even at a
much higher price. China Tenders have been
purchased at \$77. Yangtsze have ruled firm
with buyers at \$135. Cantons ran be placed at
at \$165. Fire Insurances, Hongkong Fire
have advanced to \$325, at which rate shares
have changed hands. China Fires are in
demand at \$24. Shipping—Hongkong,
Canton and Macao Steamboats have risen to
\$34 and are wanted. Indo-China has been
considerably improved their position. Ow-
ing to enquiries from the North and have been
fixed at \$125 and \$127, closing firm at \$121.
China and Manila have been booked, the old
shares have been sold at \$61, \$62 and \$63,
while for the new issue \$40 has been paid,
the market closing with buyers at \$61 for the
former and at \$41 for the latter. Douglas
Steamships have been in steady demand and
sales at various rates up to \$51 have taken
place. Star Ferries are enquired for at \$14
and \$9 for the old and new issue respectively,
but no shares are to be had at these figures.
Refineries—China Sugars have been placed at
\$135 and are now wanted at \$136. Luxons
are quoted at \$58 buyers. Mining—The
demand for Buntans has subsided and
after sales at \$6 shares are offering at \$31.
Rauba has enquiries at \$39. Olivers
have steadily improved and have been de-
manded at \$14 and \$15. Jelebus have been dis-
posed of at \$5 and are still enquired for. Dicks,
Wharves and Godowns—Hongkong and
Whampoa Docks have further appreciated in
value and have been bought at \$270, \$275 and
\$277; the market closes in demand at \$280.
Kowloon Wharfs have slightly weakened and
are procurable at \$103. Lands, Hotels and
Building—Hongkong Lands have suffered a
heavy decline and have been parted with
at \$195, but the market closes firm with
buyers at \$200. Kowloon Lands are in
request at \$30. West Point has been de-
manded at \$51 and there are new buyers at \$52.
Hongkong Hotels have been negotiated at
\$120 and \$121 and more shares are wanted at
the latter figure. Humphreys' Estate are still
in demand at \$131. China Providents have
again changed hands at \$9.20. Cotton Mills—
Hongkong Cottons have again been sold
and are wanted at \$73. Cigar Companies—
Hensians are enquired for at par. Mis-
cellaneous—Green Island Cements have been
done to a large extent at \$181 ex the dividend
of 80 cents paid on the 15th instant. A. S.
Watsons have found buyers at \$17. Electrics
are unchanged and can be obtained at qua-
tions. Trains have jumped to \$230 buyers.
China Borneos have buyers at \$28 ex the
dividend of \$3.75 paid on the 15th instant.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington,
Kt., C.M.G., (Chief Justice.)

April 19th.

THE VICTORIA GAOL OUTRAGE.

F. H. MAY sworn stated, I am Capt.
Superintendent of Police and Superintendent
of Victoria Gaol. I have had charge of it
about five years and am conversant with the
present administration. The new diet scales
came into force in January 1899. The new
scale effected a very slight reduction; it was
revised by myself and Dr. Thompson. There
was no reduction in the case of a man on
hard labour, but a man on light labour got less,
as he did not require so much food. The
difference between the food of a man in the
old and new regulations is one received
13 1/2 rice daily under the old regulation divided
into a morning and evening meal of 11 oz. each
and 2 oz. for congee at midday. The other in-
gredients remained the same. Under the old
regulations these condiments were cut off on
Saturday and Sunday. The prisoners are
getting as much pork now under the new
regulations as they did under the old. Under
the old regulations each man got 50 much
pork a week after six months. This is
now reserved for first-class prisoners and
is a reward for good conduct. I visit the
Gaol every week and make a surprise visit
once a month. I see every prisoner. None
have made complaints against Europeans. None
complaints against me. I was not aware there
was mischief brewing.When the new regulations came in I had
them translated into Chinese and they are read
to the prisoners every Saturday morning. I
had no complaints at the time. The new diets
were introduced without any trouble. The
diets are based on the principle adopted in the
Home prisons, I have never seen Mr. Craig
treat a prisoner in any other than a proper
manner. He is a strict disciplinarian and
enforces the regulations, but is a most
humane officer. I have had no complaint
made to me of him by either of these
prisoners. The attack came as a surprise to
me as regards motive, but I have already
reported to Government that it is dangerous
to have a large number of life sentence men
mixed with convicts. I have never known a
complaint made against Mr. Craig.Mr. May explained that he had exactly the
quantity of each man's diet, rice, with
which the rice was distributed. The meals
are distributed under the supervision of
a European. He has a scale beside him and
weighs a ration here and there to check it. If
a prisoner questions the diet he is taken
to the kitchen, corrected in his presence. Dur-
ing the month previous to this outrage there
were three complaints to rations. Two were
found to be over weight and the third just
balanced the scale.First prisoner had no questions. He thought
Mr. May did his duty.By the second prisoner—I know for a fact
that 11 oz. uncooked rice make 24 oz. boiled rice.
The rice was cooked by the Gaol cook. The
experiment was tried again this morning and it
proved right. Your pork has not been cut
down; you get six ounces.The prisoner then tried to make out that he
was entitled to ten ounces of pork, four under
the old and six under the new regulation.He was told not to make an idiot of himself.
Mr. May was better than Mr. Craig, and should
go back to take charge of the Gaol.The first prisoner made a long rambling
statement to the jury, saying that he had
his food cut on several occasions and had been
ill-treated; he even went so far as to ask that
the Chief Justice would hang him rather than
that he should go short of food. He also said
that he had been put at oakum picking and
shot drill instead of learning a trade, and finished
by asking to be deported to the uttermost parts
of the earth, or sentenced to death, rather than
be sent back under Mr. Craig. Upon being
informed that His Lordship had no power to
do this he asked to have his arms and legs cut
off so that he could do his work.The other prisoners made similar statements.
The jury after a short consultation found the
prisoners guilty on both counts in the indict-
ment.His Lordship in passing sentence said: After
a long and arduous trial, you have been found
guilty of the crime with which you have been
charged. You are all evil-disposed persons who
imagined that you had a grievance in the
regulations, and you set to work to redress those
grievances in your own way. I do not believe
that a grievance really existed. I believe your
action is the outcome of your evil-disposed
mind, and your further conduct in this matter
shows you to be criminals of the worst type.
You have been found guilty, and it is necessary
that you should undergo the most severe
punishment. I do not know that there is any
much difference between the three of you,
although I am inclined to think that the first
two are worse than the third. The sentence of
this Court upon the first and second prisoners
is that they suffer six years' imprisonment, and
as to the third prisoner, that he suffer five years
and a half imprisonment with hard labour.
The sentences will run after those you are now
undergoing.

OBTAINING GOODS BY FALSE PRETEXTS.

Ching Kee was charged, under two counts
with obtaining goods under false pretences
on 30th and 31st March. Prisoner entered a
plea of not guilty.The following jury was empanelled:—Wil-
liam R. Allison, S. C. de Rozario John Miller,
A. L. da Silva, I. R. M. Smith, C. E. Pearce
and Abdolhussein Abdolrahim.Mr. H. E. Pollock, K. C., Acting Attorney
General, in opening the case for the pro-
secution said that on the 29th March prisoner
went to the store of Ritchie and Co., ship chand-
lers, and ordered a quantity of provisions,
stating that he was the interpreter of the
French warship, and that he was going to
France and came in next morning, ordered some
more goods and asked to have them ready to
take away in the afternoon, when he would
pay for them. In the afternoon he
came again and the goods were removed to
sampsans. On the bill being handed to prisoner
he said he could not pay cash down, so Mr.
Encarnacio, of Ritchie & Co., went with him in
a steam launch with the sampans containing the
goods in tow. They were supposed to be going
to the French warship but she could not be
found and prisoner said that he supposed she
must have left for Canton. Accordingly, Mr.
Encarnacio resumed possession of the goods and
told prisoner that he could not have them
unless he could get a guarantee. The next
day prisoner came to the store and
brought with him another man whom
he represented as the master of the Chan
Man Sing shop, and who signed a guarantee
for payment. The goods were delivered and
subsequently turned out that the man
brought by prisoner was not the master of
the Chan Man Sing shop and prisoner
was arrested. Mr. Pollock explained that
although Ritchie & Co. had resumed pos-
session of the goods, yet prisoner had had pos-
session of them and Ritchie & Co. had merely
recovered the goods out of which they had
been cheated. The goods in question were—
15 cases condensed milk, 10 cases sardines,
5 cases salmon, 15 cases lager beer, 10 piculs
coffee, 20 cases butter, 10 boxes cigars and 10
cases assorted jams.Leon Leroux, sworn stated, I am French
Consul in Hongkong. There is a French ship
called the *Amiral Charner*, she went from
here about 17th February and has not been
heard of since. There is a French warship called
the *Lion* which has been here once or twice
this year. I do not know prisoner. I know
the French gunboat *Avantur*. She was at
Canton for some time and has been to Hong-
kong.Mr. Encarnacio, of Ritchie & Co., was then
called and bore out in his evidence the state-
ment made by the Acting Attorney General
Mr. Flint, partner of Landolt and Flint, carry-
ing on a business in Queen's Road gave evi-
dence to the effect that there were no French
ships in harbour on 29th 30th or 31st March.
The *Amiral Charner* left for Canton on 15th March
and has not been back since. The *Lion* has
not been here for a couple of months. He
knew prisoner. He was a clerk in a Chinaman's
shop in Tonkin; he speaks French and was
for a short time on the *Despatch*, as interpreter.
Witness had a contract to supply provisions to
French warships and they would get them all
from him. The *Despatch* left on 2nd March
and has not returned.Leung Kum, declared—I am master
of a passenger boat. On 31st March
my boat was lying near the Douglas
Wharf, when prisoner hailed me and told
me to carry goods to Hungtung. The goods
came from Ritchie and Co. Prisoner engaged
a coolie and brought the goods on board. A
launch towed my boat and another with all the
goods to Hungtung. The prosecutor told us
to come back to Hongkong after we had been
at Hungtung a quarter of an hour. Next day
prisoner told me to take the goods to the
steamer *Pak Kong* which runs to Canton.
Witness had a contract to supply provisions to
French warships and they would get them all
from him. The *Despatch* left on 2nd March
and has not returned.Evidence was then given by the brother of
the guarantor to the effect that he, the guarantor,
had no connection with a firm of the name of
Man Sing. He was corresponding clerk to
witness and named Man Sing. His pay was
\$40 per month. Witness had never seen the
chop on the guarantee before the writing was
his brother's.

THE PLAGUE.

Number of cases reported (Chinese) 126
up till noon of the 19th Other Asiatics 0
April, 1901 0
Number of cases reported (Chinese) 5
during the past 24 hours Other Asiatics 0
(Europeans) 0

Total number of cases reported to date 133

Number of deaths reported (Chinese) 119
up till noon of the 19th Other Asiatics 0
April, 1901 0
Number of deaths reported (Chinese) 6
during the past 24 hours Other Asiatics 0
(Europeans) 0

Total number of deaths reported to date 125

SMALL-POX.

Number of cases reported (Chinese) 51
up till noon of the 19th Other Asiatics 7
April, 1901 10
Number of cases reported (Chinese) 1
during the past 24 hours Other Asiatics 0
(Europeans) 0

Total number of cases reported to date 60

Number of deaths reported (Chinese) 40
up till noon of the 19th Other Asiatics 2
April, 1901 2
Number of deaths reported (Chinese) 0
during the past 24 hours Other Asiatics 0
(Europeans) 0

Total number of deaths reported to date 44

THE BROUGH COMPANY AT THE
THEATRE ROYAL.Last night the talented Brough Company
repeated the Comedy, "The Liars," before a
crowded audience. As a full report of the
play has already appeared in these columns, it
is only necessary to add that whole affairs
went with the usual style and finish, that always
characterizes a first class production. Mrs.
Brough and her husband being greeted with
loud applause on their appearances on the
stage. Indeed the people of this colony have
much to thank these clever actors for their
plays and all pertaining to them so far leaving
nothing to be desired. To-night the first
performance of "The Gay Lord Quex," an
original play in four acts, by the same author,
is to be given and it is repeated again on
Monday. We understand this is the first produc-
tion of this piece in Hongkong, but the Shang-

the spread of Christianity no less real than that which is more appropriately called political.

His Excellency having invited discussion on the paper.

The Rev. W. Bannister said, he would like to say a word or two upon the subject which had been brought before them that evening. He thought they all must be extremely indebted to Mr. Michie for the very broad and philosophic view he had taken on the whole question. He wished to speak from the point of view of the missionary. It had been his privilege to live in China for over twenty-one years, and he would like to point out to the consideration of ladies and gentlemen present some of the assumptions which he thought were incorrect in the lecture. They could justly venture to take exception to some of the assumptions put forward. He did not know whether he had heard correctly, but one of them which he would like to emphasize was that there had been a very universal disposition to interfere, North, South, East and West, with the political rights of the people. He did not think justice had been done to the extremely difficult position taken up by the non-Christian population. He could give very fair instances of that in very many parts of the country. There had been a general assumption of the disposition on the part of the Protestant missionary to interfere with the legal and political customs of the country. Ninety-nine out of one hundred missionaries did not intend to such a very great extent as had been assumed. There were certain things which came before the missionary, which he must take cognizance of, and which he must argue the lecturer was one which he thought must be urged more against the judgment of the missionary, than against the general principles which he adopted and which were laid down by the missionary society. Then again the assumption of the philosophic position of the non-interference on the part of the Christian nations. He considered that they, as representatives of great Christian nations, and the great forces of the West must present to the heathen population the point of view of the permanent standing orders of the Christianity which of them professed (Hear). He thought for the credit of men like himself, and the credit of men like his Bishop, who was not there that evening, but who had gone to Foochow, and men like Bishop Scott, men like Griffith John of Hankow, Bishop Moule of Mid China, and Mr. Muirhead of Shanghai, all of whom for many years—some of them for forty or fifty years—had laboured in China, that it was an entirely wrong assumption to maintain that they were guided by principles of craft and double-dealing in advancing their mission. Some of them had given not only long years of service, but some of their fortunes, as well as for the cause they had advocated. He thanked them for their kindness in listening to him, and at the same time he would like to thank Mr. Michie for the very careful review he had given of the whole question, and the philosophic presentation of it in his lecture.

The Rev. C. Bone said, he was quite sure that he had heard the lecture distinctly, and therefore he spoke with some amount of diffidence concerning it. It seemed to him that, as far as he could hear, the assumption was that the missionaries were waiting, willing, and desiring to do everything in China except the thing they were sent to do. That was the impression to his mind which the lecturer seemed to convey, and it was sought to establish that the missionaries were constantly interfering with things which did not concern them. He had been in China for over twenty years, and knew others who had been so for 40 years' service, and he said, if ever, heard of the interference referred to, he had followed it. There had been cases of interference brought to his notice, but they did not amount to anything like that presumed in the lecture. There had been cases brought to his notice when it was almost impossible not to interfere and he instanced one which occurred about two years ago. That was a doctor, a very respectable man with a good practice, who became a Christian. Immediately it was known, he was outlawed by the villagers with whom he lived. Part of his property was claimed by a neighbour who had grudged against him. The usual persecutions followed. The man who was seeking to take the doctor's land was advised by his wife not to proceed because the case was obviously unjust. In anger the man killed his wife, and then brought a charge of murder against the doctor. The latter at once brought the case to him (Mr. Bone) and although nothing was done for him, it was true the case was looked into, and some steps taken, but it was afterwards decided to let it alone. He (the speaker) denied that the missionaries interfered in any manner like that which had been presumed in the lecture. It had been assumed that the missionaries were in China because they were supported by gunboats and torpedo-boats. It was altogether overlooked that they could be moved by any higher and more powerful motive, but when he thought of the lives of devoted people like Griffith John and others, he felt they were there because they were moved by a higher power, a loftier ambition—they were there because they wished the Chinese to know that above all and beyond all, for themselves and for every one there was a common Father.

His Excellency again rising said they had listened to a very able defence. After all, nothing could ever be lost by having a case put forward, clearly and strongly, on both sides. He thought the thanks of the meeting were due to Mr. Michie for attending there that evening. There was a great deal to be said on both sides, and he had no doubt that they who had not had the experience of coming in contact with the state of affairs in the interior of China would find it very difficult in their chairs at home to realise the importance of refusing to interfere in affairs that were purely Chinese, and which might easily be righted by tendering a little advice. But they could all realise that there might be circumstances in which no man with a human heart in his body, could refrain from interfering even though he knew that trouble would follow. The great and terrible events of the past year had shown them that human nature was pretty much the same in China as elsewhere. He had been reading lately of the terrible trials of Mr. and Mrs. Green and their party, and was filled with admiration at the extraordinary fortitude displayed during those dreadful three weeks they were in the hands of the Chinese. But he also was struck by the fact that men had been forced, not Christians, but boxers, and had risked their lives to assist them to escape. These men had shown in the highest degree many of those qualities which were again regarded as being the exclusive property of Christian nations. Where such feelings had been shown, and where the people had evinced those qualities of sympathy, of pity, and of self-sacrifice, there must always be hope for the future of China. He concluded by asking them to accord most heartily a vote of thanks to Mr. Michie for his kindness in delivering the lecture. (Applause.)

A hearty vote of thanks was then accorded to Mr. Michie, who briefly replied.

Sir John Carrington, C.M.G., proposed a vote of thanks to His Excellency for attending and presiding on the occasion, and the proceedings then terminated.

ROYAL HONGKONG YACHT CLUB.

No. 10 race will be re-sailed to-morrow, the 21st inst., Course No. 21.

Club Race No. 11, on Sunday, the 28th inst., Course No. 23.

F. KOB, Hon. Sec.

R. H. K. Y. C.

THE CRISIS IN THE NORTH.

SHANGHAI.

SHANGHAI, April 15th.

The Case of Ex-governor Liu.

A Soochow dispatch states that Liu Shu-yang, who had resigned his post of Governor of Chekiang last September, owing to his authorising the local officials of that province to destroy missions and massacre their inmates last July, and who has remained in Soochow ever since leaving Hangchow, is now under surveillance of the authorities of the former city. This is in consequence, so it is stated, of a secret telegram from Li Hung-chung to Governor Nien in view of dealing out punishment to the guilty ex-Governor as requested by the Foreign Ministers at Peking.

The Fighting at Sinmingting.

An official telegram received here by the local mandarins yesterday states that confirmatory advices have been received from Jehol to the effect that the commander of the Chinese troops who ten days ago fought the Russians in the vicinity of Sinmingting, some 80 miles west of Moukden, was Chin Chang, the well-known Manchou ex-Brigadier-General of Moukden. Chin Chang, it is stated had some 4,000 Manchou—his own immediate followers—and about an equal number of Mongols, disbanded Chinese soldiers from Mongolia, Chinchou, etc., and mounted bandits, who had flocked to his banner after the fall of Moukden last summer. Chin Chang, it is supposed, was surprised by the Russians, but he managed to retreat northwards towards the Mongol frontier in an orderly manner, losing nearly 30 men in killed and wounded. The Russians lost about 30 men in killed and wounded, and would have given chase to the retreating Chinese had their force equalled the latter; but the Chinese being numerically much superior to the Russians the latter dared not pursue the former, who are now encamped on the Mongol-Manchurian border.

Still at it.

A telegram from Peking emanating from a reliable source states that the Russian officials in Peking are still secretly coercing Prince Ching and Li Hung-chang into memorialising the Empress Dowager to allow them to sign the original Manchurian Agreement, with what success remains to be seen. —N. C. Daily News.

THE LATE CAPTAIN CLEMENS.

At the Imperial German Consulate on the 19th inst., at Shanghai, an inquiry was held into the circumstances surrounding the death of Captain Clemens, late of the steamer *Kwang-sui*. The proceedings were presided over by Dr. Knipping, Vice Consul for Germany, and Mr. King, H.B.M. Police Magistrate and Coroner. Mr. F. Ellis appeared to represent the friends of the deceased.

Frank Grey, Chief Officer of the *Kwang-sui*, sworn, stated that he last saw the Captain after the dog watch, between 6 and 8 o'clock. He seemed to be in his usual spirits and manner. Witness could not say when he went to bed. Witness left the watch at 8 o'clock and went straight to his bunk and after that heard the Captain walking over his cabin up and down. As a rule the captain always left some night gear. Anything of consequence was to be reported to him. At 12.30 witness went down with a pen to sign the order book. While in the act of signing the book he heard what he thought to be the shot or some fire. He dropped the pencil and rushed out. The first man he saw was the quarter-master, who was standing on deck. It was a bright night and besides the electric light was shining through the windows. He asked, "What time is it?" "What time?" and the reply was "10." He asked the quarter-master at the wheel if he had heard anything and he said no. Witness thought probably something was wrong in the saloon. He went in the saloon with the quarter-master and found the electric light on and a lady passenger asleep on the settee. Went to the Captain's cabin and saw him asleep in his bunk. There was a glass window in the cabin and the electric light shone through it. On this occasion he did not see the Captain. From time witness heard the shot to the time he looked into the Captain's room no more than five minutes had elapsed. Went back to the bridge to keep watch. While doing so he thought over the matter and came to the conclusion that some gauge glass had probably exploded. In the night order the Captain gave instructions to alter the course at 5 o'clock. The night was not stormy but the water was somewhat broken though it was clear overhead. At 5 minutes to 4 o'clock the course was altered to S.S.E. The captain never gave any orders verbally but always through the book and they had to inspect the book accordingly. His idea was to have the course the quarter-master went to tell the captain. Immediately afterwards the quarter-master came to him and said "Captain face no proper, better you go look see." He asked "Captain have taken?" and he said no. He then stepped into the Captain's room and saw the Captain lying apparently on his left side; his face was saturated with blood; his right eye was open and glazed. He called "Captain Clemens," three times and got no answer and then came to the conclusion from the state of his eyes that he was dead. Witness then sent for the second officer, who had gone on watch a few minutes previous. He came down, when witness said, "I wish you would come and see the Captain." He went out of the Captain's cabin with the quarter-master and stood outside with him until the second officer came. The second officer looked inside and passed some remarks. He then called the other quarter-master and sent for the captain's boy who he asked to go inside and look. He did so and immediately rushed outside and ran away. Witness called him back and asked for the key of the cabin, which he locked up. He gave instructions to carry out the orders and then went to the engine room and told the engineers that he believed the Captain had shot himself. They asked witness what made him think so and he said he had heard the report of the gun. Witness had seen a dead man before. As soon as he saw the Captain's eye he was firmly convinced that he was dead. He was not inclined to go near him. He was afraid as it would disarrange his bed clothes. There was sufficient light for him to see that the Captain's eye was glazed. He then went into the room and turned in. Witness had only 31 hours' sleep and then they found

again. After he had breakfast he went to the chief engineer and asked him to bring the other engineers. He did so, leaving the third engineer behind. They unlocked the door and as soon as they got inside the chief engineer said, "My God, the Captain has burst a blood vessel." The Chief Engineer then wanted to turn down the bed clothes. Witness then said, "Don't touch anything, let everything remain in the same position till we reach Shanghai." On the following day the chief engineer said it would be injurious to let the body remain there and that they could put the Captain in the coffin in the same position as he was in his bunk. They decided to remove the Captain's body to the presence of everybody. The chief engineer was the first to approach the bunk and he turned the bed clothes down and they then saw a gun clenched in the Captain's hands. Witness had examined the gun but did not notice any bloodstains there. The Captain's left hand was firmly clenching the barrel, his right hand was rather loose. The inquiry was here adjourned until the 15th inst. —New Press.

CRISIS IN CUBA.

GENERAL GOMEZ PROTESTS AGAINST LYING REPORTS.

ABSOLUTE INDEPENDENCE ONLY CAN AVERT WAR.

The Philadelphia *North American* deals editorially with the fresh crisis in Cuba and blames the United States Government for the whole trouble, averring that the recent attempt to assume a protectorate over the island instead of fulfilling the President's clearly expressed promise of absolute autonomy is the "root-cause of a crisis that may easily develop into bloodshed and devastation throughout the country." The Philadelphia paper says:—

Should this country drift into war with Cuba it will be solely because the solemn pledge to grant independence has been basely violated. American newspapers of a certain kind will share the responsibility.

There is observable in a considerable portion of the press a disposition to deceive the people, if not the editors, as to the state of feeling in the island, and to misrepresent the attitude of the foremost men there. A lying interview with General Gomez, circulated from ocean to ocean last week, is an instance in point. The man whom the Cubans hold in the same esteem as our Revolutionary forefathers held George Washington was made in this interview to approve the continued military occupation of the country for whose liberty he has fought, and to declare that if the American troops should be withdrawn he would go with them.

The *North American* is one of the very few American newspapers represented in Cuba by special correspondents. To Mr. Southernland for this journal, General Gomez, with natural indignation, repudiated the fabricated interview and reaffirmed his loyalty to the cause with which his name will ever be in illustrious association. No one who has kept reasonably well informed of events in Cuba and of Cuban opinion was deceived for a moment by the invented interview, but it was given national publicity and implied endorsement by newspapers which feel so contemptuous of weakness as to scorn to tell the truth about it.

If by any means, the American people can be got to believe that the Cubans cheerfully acquiesce in the protectorate which Congress has decreed, then should the island burst into a flame of despairing insurrection, the revolt of a whole nation against submission to a pledge-breaking neighbour will be pictured as an outbreak of a few malcontents whose selfish political ambitions have been thwarted. We shall see the same journals that now refuse to tell the truth about Cuba rising in noble rage to deplore ingratitude, and incidentally to charge newspapers which have told the truth as the *North American* is telling it daily in the cable dispatches and letters of its correspondents with encouraging rebellion against the lawful authority of the United States.

The people of Cuba—their leaders, who have proved their right to leadership sword in hand, and the masses of the population as well—will be satisfied with nothing short of absolute independence. They fought Spain for that, and that was promised them by the American Congress. Deny them independence and the Cubans cannot but feel that they have been cheated and betrayed. They are in a very dangerous temper at this moment.

That is the plain truth as to Cuba. Attempted concealment of it by the press will only contribute toward maddening the people of the island. They are not noted for meekness and patience, and the insult of misrepresentation added to the injury of perfidious recantation of a freely given promise must inevitably awaken their sense of intolerable wrong. Therefore the American newspapers which are not ashamed to lie about cozened and writhing Cuba are helping to lead Gomez and his soldiers into a crash, their machetes and taking to the hills once more.

Hiding the truth in the Philippines from the American people has not resulted in peace there, and there is no reason to expect that pursuing the same policy as to Cuba will produce better results.

SEIZED BY A SHARK IN COLOMBO HARBOUR.

A TERRIBLE DEATH.

It had not been generally supposed, up to the present, that any danger of being attacked by sharks, attended bathing, Colombo harbour, especially as so many native youths are daily to be seen diving for coins thrown into the water by passers. That there is danger was proved by a melancholy incident which we have to-day to record, says the *Singapore Free Press* of the 12th inst. Mr. H. Lowrie, the third Engineer of the transport *Atlantian*, with a few others, was having a dip in the harbour at about 5.30 p.m. when Lowrie, who was some distance away from the others, was attacked by a shark, which was described afterwards as a huge one, measuring about 15 feet in length. The shark got hold of his left leg and had bitten it in three places before the cries of the unfortunate victim brought a tidal light to his rescue. As Lowrie was being picked up, the men in the boat could see the shark going for him again, and it is supposed that the others who were bathing would have also been in danger, but for the timely warning. The engineer was bleeding freely when he was picked up, the bite on his thigh being the most serious, and he was immediately removed to the *Atlantian*, and thence to the *Royal*, but the doctor feeling his pulse he declared him to be already dead.

On enquiry, we learn that the presence of sharks in the harbour is not unusual, and a sergeant of the Water Police in accounting for the native divers not being attacked said that sharks never attack anything dark. "You want a white bait to attract a shark," said he, "and when a European gets in the water why is the best bait they can get?" The Police sergeant was further of opinion that it was not safe for a European to go off in a kalam, and in the same way as the natives did. They would be hauled out of the water before they were

ACCIDENT ON A TANK STEAMER AT SINGAPORE.

An extraordinary and unfortunately fatal accident which resulted in the death of two men occurred on the oil tank steamer *Trigona* at an early hour this morning, says the *Straits Times* of the 12th inst. Four men were sent down to clear out one of the big tanks, which had been previously inspected by the ship's officers and found free from gas. Prior to that the men had refused to go to work on the ground that there was gas in the tank, but this had been thoroughly cleared out by means of windsails etc., and at the time the men went below there was absolutely no gas perceptible. In order to more effectively clean the tank the bottom was covered with water about a foot deep. The oil from the bottom and sides flows on the water, and is easily pumped out; and this is the process of cleaning generally resorted to before finally cleaning the iron with lime. As the four men who had been detailed to the work were splashing about in this water, the whole four of them suddenly collapsed. Efforts were immediately made to rescue them and two of them were quickly hauled up alive, but in the last stages of suffocation. The third brought up was stone dead. Before any attempt could be made to rescue the fourth the gas had become so strong that to enter the tank meant immediate death, so the attempt had to be abandoned. The victims were Malays. It is so far impossible to determine how and whence the gas originated.

RECALLING POSTED LETTERS.

USEFUL AUSTRALIAN SYSTEM.

According to the Deputy Post-master-General of Victoria, the system of stopping letters in transit at the request of the sender has not only worked well, but that Colony, but, judging from the casual quotations, has in many instances saved serious trouble to those country people who have had no chance of recalling their words. The system has been in operation for over ten years, and Mr. F. L. Outram says that in no case has complaint ever been made, while the privilege has been a boon to many a troubled applicant. In describing the method of procedure, Mr. Outram says the applicant is invariably unknown to him. He requires the full address to be written out for comparison of handwriting, a complete description of the contents, the reason for desiring the return of the letter, &c. If satisfied, he allows the letter to be opened in his presence and reads sufficient of its contents to remove any doubt as to the genuineness of the statements made. Whether the letter is retained back or is altered and re-enveloped, I always retain the original envelope and write on it the whole circumstances, and I retain the envelope for a reasonable time, say 12 months, in case of any subsequent inquiry. A somewhat similar though more complicated system is in vogue under the really excellent postal system of British India.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer..... 30.059
Thermometer..... 62.0
Humidity..... 85.0
Rainfall..... 4.08

YESTERDAY.

WEATHER REPORT.

On date at 11 a.m. On date at 4 p.m.

Barometer..... 29.79 29.73
Temperature..... 69 76
Humidity..... 87 93
Rainfall..... 0

TO-DAY.

Saturday, 20th April, 1901.

Chinese—2nd of 3rd moon of 27th year of Kwang-sui.

Sun—Rises..... 5hr. 30min.
Sets..... 6hr. 20min.
High water—Morning..... 10hr. 23min.
Afternoon..... 4hr. 57min.
Low water—Morning..... 3hr. 40min.
Afternoon..... 4hr. 5min.

ANNIVERSARIES.

1808—Napoleon III. born.

1891—The s.s. *Laokai* lost off Tonkin with 32 lives.

1896—Armed gang robbery at Kowloon City.

1897—An address presented to Sir Claude MacDonald by the Hongkong Branch of the China Assoc. Jcn.

1898—The Spanish Minister at Washington demands his passports. U.S. President signs ultimatum to Spain. Spurgeon's Tabernacle destroyed by fire.

TO-MORROW.

Sunday, 21st April, 1901.

Chinese—3rd of 3rd moon of 27th year of Kwang-sui.

Sun—Rises..... 5hr. 30min.
Sets..... 6hr. 20min.
High water—Morning..... 10hr. 23min.
Afternoon..... 4hr. 57min.
Low water—Morning..... 3hr. 40min.
Afternoon..... 4hr. 5min.

ANNIVERSARIES.

1843—The Duke of Sussex, Queen Victoria's uncle, died.

1866—Chusan occupied by British fleet.

1864—About 100 prisoners escaped from the prison hold off Stonecutters Island.

1869—H.M.S. *Salamis* returned to Hankow from the Yangtze.

1877—Torpedo explosion at Tientsin; six men blown to pieces; narrow escape of Li Hung-chang.

1897—Vessels bombarded by the Turks.

1898—Var declared between America and Spain. U.S. fleet leaves Keywest for Havana.

AGENDA.

TO-DAY.

9 p.m.—The Brough Company at the Theatre Royal.

TO-MORROW.

Daylight—D. & Co's steamer *Hallan* leaves for Coast Ports.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m.; 7 a.m.; 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis Church, Vanchai:—Mass (Chin.) 7 a.m. (Port.), 7.30 a.m. Benediction, 9 a.m.

St. John's Church, Garden Road:—

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church.

West Point.

Second Sunday after Easter April 21st 1901.

(11 a.m.)

Hymn 335; Venite; Kelway; Te Deum, Oakley; Jubilate; Robinson; Hymns, 139, 17, 70.

(6.30 p.m.)

Hymn, 333; Magnificat; Robinson, Nunc Dimittis; Balishill; Hymns, 341, 13, 66.

Union Church.

Sunday, 21st April, 1901.

(11 a.m.)

Voluntary, "Reverie" Goltzman; Hymn, No. 511 (St. Ann) Croft; Psalm, No. 46 (Double Chant) Kent; Anthem, No. 37 "O Lord, how manifold" Barnby; Hymn, No. 317 (Troy's Chant); Hymn, No. 325 (Tunbridge) H. Isaac; Sermon, "The culture of the Will"; Voluntary, "March in G" Smart.

6 p.m.

Voluntary, "Adagio" Spohr; Hymn, No. 205 (Ombresley) Gladstone; Hymn, No. 154 (Stephans) Baker; Hymn, No. 411 (Rutherford) Lausanne Falster; Hymn, No. 301 (St. Andrew) Thorne; Hymn, No. 489 (Tallis Canon); Sermon, "The young man whom Jesus loved"; Voluntary, "Postluch" Smart.

MONDAY, 22nd.

Noon—M. N. Co's steamer *Oceanic* with Mails etc. leaves for Europe.

Cargo ex *Lightning* subject to rent.

TUESDAY, 23rd.

Noon—T. K. K. steamer *America* Maru leaves for San Francisco via Shanghai, etc.

4 p.m.—I. C. S. N. steamer *Yucassag* leaves for Manila via Amoy.

Cargo ex *Denbighshire* subject to rent.

WEDNESDAY, 24th.

Noon—C. P. R. steamer *Empress of India* with Mails passengers etc. leaves for Vancouver B.C.

Daylight—O. S. K. steamer *Anping* Maru leaves for Coast Ports.

THURSDAY, 25th.

Cargo ex *Ceylon* subject to rent.

Cargo ex *Spectra* subject to rent.

Cargo ex *Gisla* subject to rent.

FRIDAY, 26th.

4 p.m.—N. Y. K. steamer *Yamato* Maru leaves for Manila.

SATURDAY, 27th.

Noon—P. & O. steamer *Sabir* with Mails etc. leaves for Europe.

TUESDAY, 30th.

Noon—U.S. Mail steamer *City of Peking* leaves for San Francisco via Shanghai.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*City of Peking*) to-morrow.

French (*Indus*) to-morrow.

American (*Gaelic*) 26th inst.

Australian (*Eastern*) 27th inst.

German (*Preussen*) 1st prox.

Canadian (*Empress of Japan*) 6th prox.

American (*Hongkong Maru*) 7th prox.

American (*China*) 15th prox.

The O. & O. S. Co's steamer *Doric*, with Mails, &c., which hence March 19th for San Francisco via Shanghai, Nagasaki Kobe, Japan Sea, Yokohama and Honolulu, arrived at her destination on the 17th inst.

The O. & O. S. Co's steamer *Gaelic*, with Mails, &c., from San Francisco to the 30th ult., via Honolulu, has arrived at Yokohama, and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The Imperial German Mail steamer *Preussen*, carrying the German Mails with dates from Berlin of the 1st inst., left Colombo on Friday, p.m., the 19th inst., and may be expected here on or about Wednesday, the 1st May.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Isle de Luzon* at Kowloon Dock.

U.S.S. *Bennington* " " "

Argus " " "

Humber " " "

Atlanta " " "

Burnside " " "

Styx " " "

Kwaiyang " " "

Ping Sui " " "

Compania de Filipina " " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 1st May, at Daylight.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 25th May, at Noon.
S.S. "....." (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

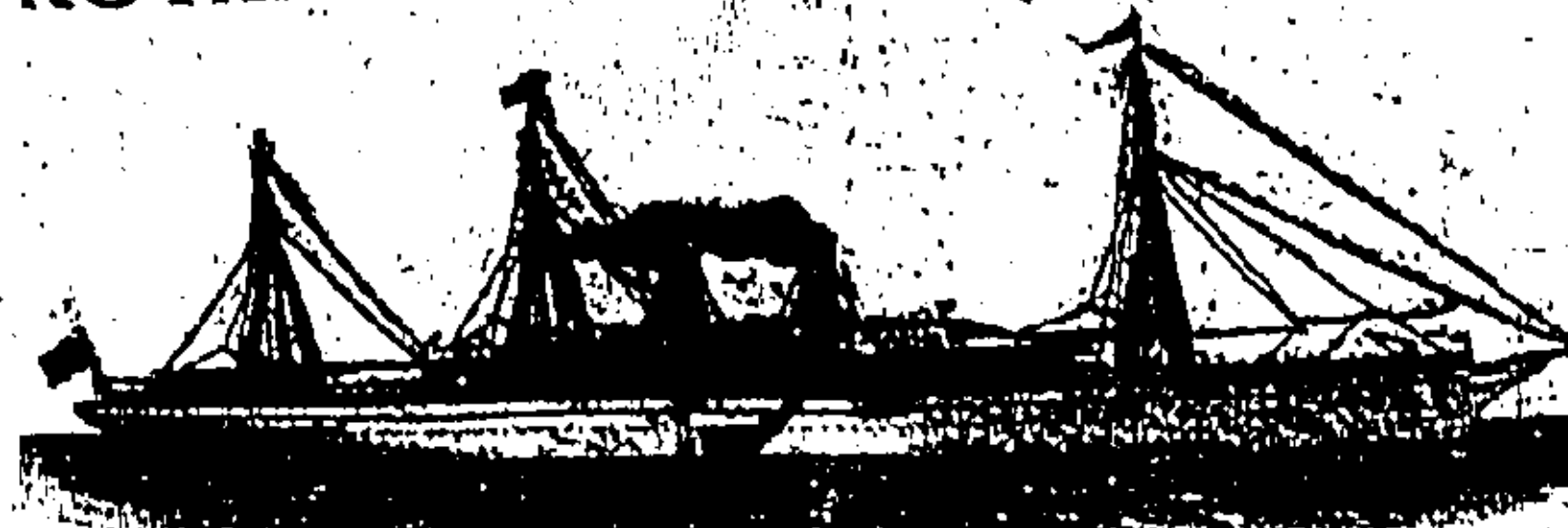
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS FROM THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fadder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, &c.	
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.	
Strathgyle.....	about April 23
Carlisle City.....	about May 15

THE Steamship

"STRAITHGYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Steamers.	Tons.	Captains.	Proposed Sailing.
-----------	-------	-----------	-------------------

Olympia.....	2,837	J. Truebridge	April 26
Duke of York.....	3,821	J. S. Cox	May 7
Tacoma.....	2,811	A. Dixon	May 17
Victoria.....	3,502	J. Patton	May 28

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains, day and night.

TACOMA TO NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODVEK GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA, DYBEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 15th April, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM-FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, SUEZ, SOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"SOBRABON"

Captain L. M. Wibmer, R.M.R., carrying H.M. Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIE, American ship, Amesbury—Standard Oil Co.

SEA WITCH, American ship, Howes—Master HATTIE G. SMITH, American schooner, Riley.

Master CLAVEN, Brit. ship, T. Parker—Dodwell & Co. Limited.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	23rd instant.
MANILA.....	"TSINAN".....	23rd instant.
SHANGHAI.....	"SZECHUEN".....	24th instant.
ILOILO and CEBU.....	"SUNGKIANG".....	26th instant.
MANILA.....	"KWEIYANG".....	26th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"DARDANUS".....	2nd May.
"....."	"MACHAON".....	9th May.
"....."	"ACHILLES".....	14th May.
"....."	"PROMETHEUS".....	28th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"AJAX".....	30th April.
"....."	"ANTENOR".....	14th May.
"....."	"GALATHEA".....	28th May.
LIVERPOOL (DIRECT).....	"PYRRHUS".....	10th May.
(Taking Cargo at LONDON RATES).....	"ULYSSES".....	24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Asanuma, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA

THE Company's Screw Steamship

"YAWATA MARU."

(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer

THE ROYAL YACHT "OPHIR."

There is no suggestion of false modesty about the Royal yacht "OPHIR" as she pokes her nose round the comet of the dockyard, resplendent in her white paint, relieved by the broad band of royal blue and the buff of the funnels, masts, and ventilators. Flying the White Ensign at the stern and the Union Jack at the bows, in token of her transfer from the mercantile to the Royal Navy, she is the latest and most graceful and spick-and-span addition to his Majesty's Fleet.

The famous liner has been completely transformed. On her decks mingle blue-jackets and marines, above the noise of the final preparations, ring out the short, sharp orders of naval officers, and on every hand there are indications that the merchant ship of yesterday has become the Royal yacht of to-day. She is a "ladylike" craft, and has always behaved as such in the roughest weather. She has earned the reputation of being one of the most steady passenger steamers afloat, and is as swift—18 knots—and safe as she is comfortable, being provided with a double bottom and divided and subdivided into many watertight compartments. Though as far back as November it was decided to charter the "OPHIR" for Royal use, not until a day or two before Christmas did she arrive at Tilbury Docks, after her last voyage from Australia. In the intervening weeks, the most surprising changes have been effected. Messrs. S. J. Waring and Sons, a firm which has probably fitted up more sumptuous vessels of pleasure than any other, were entrusted with the task of altering the vessel to suit the tastes of their Royal Highnesses, and under the peculiar circumstances, and especially in view of the short time available, they have carried it out most admirably. Without delay designs were prepared, and in the succeeding weeks from 500 to 800 men, joiners, carpenters, decorators, and furnishers, have been engaged. As the Duke and Duchess of Cornwall and York will spend over seven months, off and on, in the yacht, it is only natural that they should have evinced the liveliest interest in all the designs of furniture and fittings, the most important of which have also been submitted to the King and Queen. In fact, the "OPHIR" may be regarded as embodying his Majesty's ideas of what a ship of State should be.

The general outline of the arrangements can be very briefly set out. Amidships, on the promenade deck, the first-class saloon has become the Royal dining room, forward of which are the apartments of the Duke and Duchess. Below these have been specially constructed a series of roomy and comfortable cabins for the suites of their Royal Highnesses, and the attendants respectively, while above the rooms of the Duke and Duchess is the drawing room; and nearly the same height the smoking saloon, all being constructed so that communication can be effected without going on to any other deck. Thus, practically, the whole of the vessel, from amidships forward, is devoted to the Royal party.

The officers will use the second-class saloon, aft as their ward-room, with the cabins adjacent, and will have their smoking-room right astern, on the boat deck.

Interest naturally centres round the apartments which will be occupied by the two members of the Royal Family. As already indicated, these are situated on the upper deck, and consist of two suites of bed, sitting, and bath rooms, separated by a passage admirably ventilated by two trunks running right up to the boat deck, the highest of the deck with which the vessel is provided. These apartments are a remarkable illustration of what can be done in a short space of time. When the "OPHIR" reached England a few weeks ago, on the space now covered by these rooms stood a nest of ordinary cabins. These had to be removed, laying bare the decks above and below and the iron sides of the ship. For the support of the structure overhead it was necessary to replace the old stanchions by new ones, to the satisfaction of the Board of Trade.

These changes having been effected, it remained for Messrs. Waring to plan and erect the Royal apartments, which are bright, airy rooms, simply but most effectively painted white, unrelieved by any note of colour. All the furniture in these apartments has been specially designed and manufactured, and is securely fitted. Everything is of the best English make; there is nothing in the ship on which foreign labour of any kind has been employed, and consequently, the "OPHIR" will be a travelling proof of the artistic taste, ingenuity, and labour of the workers of this Country. As to the appointments in the Duchess's bed room and the bedstead being of simple design, in silver-plated metal. In the sitting-room, that communication is obtained by sliding doors, satinwood, of specially fine-grained grain, has been selected; and in the Duke's day apartment the writing desk, chairs, and book-cases are of oak. His Royal Highness's bed-room is also white throughout, but in keeping with his popular title of "the Sailor Prince," he has had a cot instead of a bedstead fitted for his use. In both bed-rooms the washhandstands are of oak, and the fittings are silver-plated; while in pleasing contrast to the white paint, the eye rests on specially-designed Wilton carpets, laid over cornice-rendering the tread particularly soft, on the chintz window hangings, and the light taffeta portieres. The general scheme of colour throughout is a light delicate green, which finds expression in carpets, upholstery and hangings, and the apartments are admirably lighted by large, square windows on each side, with six easily-opened scullies looking forward.

From the forward end of this passage a short staircase directly to the quarters of the Royal attendants below, where they respond to the bells at a moment's notice. At the other end is the grand stairway, with a splendid circular sweep, leading to the drawing room on the promenade deck above, and beyond, and therefore aft of the Royal apartments, on the same deck, is the dining saloon, a handsome, lofty chamber, the decoration of which has required no change, it is so exquisite in every detail and most appropriate. The saloon is lighted by four square windows at the sides, and in the centre is a lofty dome, fitted with stained glass inside and with an outer casing of pierced steel. In the space between the two rooms are five electric lamps, which suffice an effective, subdued light over the apartment and throw into relief the arms of the United Kingdom and of the four chief Australian Colonies, which are supported by figures representing their chief industries. The dome's decorations are in gold and white. All the familiar furniture in a passenger steamer has been removed, and in place of it Messrs. Waring have designed mahogany dining tables in the Renaissance style, a centre table to suit twenty-six of the Royal party, or, joined together and set out in horse-shoe fashion, to accommodate fifty-six, and manufactured also so as to enable their width to be increased to four or five feet, as may be desired. The arm-chairs at the main table have been made from an old richly-carved Chippendale model, and are upholstered in red post-office leather, as are the other thirty chairs and the lounges on either side of this large and handsome apartment, which is hung with a number of interest-

ing-pictures. This saloon will also serve as concert-room and theatre, and, thanks to most convenient arrangements, the transformation can be effected in less than an hour. The effect-part is admirably suited to the stage; which has been constructed on sections, curtains are handy, ready to be hung at the shortest notice; the trunk of the dome forms an excellent proscenium; and there are present all the essentials for a place of entertainment, with exits giving direct access by two stairs to the main deck cabins. Above the end of the saloon is the gallery in which the R.M.L.I. band will be placed.

As already indicated, a nobly proportioned staircase leads from the dining saloon and the Royal apartments up to the drawing and smoking room on the promenade deck, which is 23 ft. in length and wide in proportion, and will be greatly appreciated during the many weeks of confinement on board which will prove inevitable. At the fore-part of the deck is situated the drawing-room, which is a large and pleasant apartment, paneled in rosewood and satinwood. Since the "OPHIR" reached England, this apartment has been entirely refurnished. The satin-wood Sheraton furniture is upholstered in a special design of blue silk damask, with a white pattern, which was selected by her Royal Highness and woven at Spitalfields. The two sofas, with patterned cushions, have been covered with satin-grain, and round the sides are hung a choice selection of black and white pictures sent from York House and other Royal residences. One of these, which is to be placed immediately outside the apartment, is of particular interest, and has, it is stated, never been copied. It is a beautifully drawn crayon portrait of Queen Victoria, showing her late Majesty as she appeared in the early years of her reign, with the ribbon of the Order of the Garter.

Immediately aft of the drawing-room, on either side of the grand staircase, are two sitting-rooms, the seats being of blue leather. Amidships, and therefore aft of the drawing-room and the dome of the dining saloon, is the smoking-room, a most pleasant place, running the whole width of the ship. It is covered with green cortice, and provided with four double writing-desks, in inlaid oak, models of comfort and convenience, and in imitation of those used at the Marlborough Club. The panelling and chairs are also of oak, the latter covered with a subdued shade of green morocco. The remainder of the appointments include card tables and book-cases. The latter, by an ingenious arrangement, can be readily converted into a large table for the convenience of the Royal party on the occasions of hurried functions, such as will probably be of frequent occurrence.

Some features attract notice on the boat, or uppermost, deck. On the bridge, amidships, has been built a capacious shelter for the stateroom and officers on duty, and in the bridge-house itself, on the very top of the whole-flooding place—its very pinnacle—two cabins have been combined and fitted up for the use of their Royal Highnesses. Here again the scheme of colouring is most pleasing. It is a harmony of blue and white. The paint is of pure white, and the room is carpeted with blue Wilton, upholstered in blue morocco, and contains a pedestal and writing and card tables, occasional chairs, and cupboards. In short, it has been converted into just such an airy, unconventional apartment as the Duke and Duchess will probably prefer on hot days in the tropics, when there is hardly a breath of air stirring. —The Daily Telegraph.

THAT MONEY COULD NOT BUY.

"She's a wee bit fresh, sir, but in the pink of condition. 'Twent be her fault if the hounds leaves you behind to-day."

"I'll promise you it shan't be mine," I laughed. "Thinking from the hostess step into the saddle. 'This is going to be my red-letter day,' and don't you forget it when I come back here. I added, dropping a coin into the man's palm, 'drink to the good luck of me and the mare.' She's the best blood money can buy, and I didn't buy her myself, either. She's intended for a present to a lady, who is also—best blood money can buy was on my lips, but I changed it to—'a flyer after hounds; so don't be surprised if the mare changes ownership before the day's out. Let her go.'"

A five minutes' truce and I was passing the rambling old country house they called Greyfriars, the home, by favour of the mortgagee, of Nita Grey, and her world-ignorant old father, a huntsman and country gentleman.

"And I was the mortgagee. That is where the bit galled at Nita would say—Nita, the best figure, prettiest face, finest horsewoman in the country, the woman who had stolen my heart's love, yet hesitated to replace it with her own."

It was odd the way that I, city born and bred, instinct with every pulse of city life that beat a way to wealth and luxury, had fallen a victim to Nita's smile, for Greyfriars was not Nita's old country mansion, I had held in mortgage, or sold, or brick, stick and mortar. It was on my first visit in connection with the mortgage that Nita, a wayward, a favour of a comparative stranger, explained that she had a sweet-heart, Jack Addington, who, having wasted his inheritance, had set out, three years previously, for America to retrieve his fortunes; that for nine months she had heard from him consistently, but thereafter his letters grew rare and, finally, stopped. Would I, who talked of my American agents, glean some news of his whereabouts, so that she could write him of her undying affection, absolute pauper though he might be, for in his poverty she saw the explanation of his silence.

A useful American agent of mine found an Addington answering the description in California, in such a state of abject penury that it was most improbable he would ever return home to England.

But by the time that information reached me Nita had become an indispensable appendage to my life's happiness. So I proclaimed Jack Addington dead, and test a halo of romance should cling to his memory I set his death in vivid surroundings—in a New York gambling den.

Nita, of course, wept and wailed, and would not be comforted, so I, perforce, had to wait. The mortgage fell due. Should I foreclose, sell up the family home, and turn father and daughter into the street?

Not while the exhibition of a little leniency might win me Nita for a wife.

But she would not agree to sell herself to me—that is how she put it—threaten her I would, and her old father was as obstinate as I at last. I vowed that if I did not receive a definite and satisfactory reply at the very next hour I would foreclose without further delay.

Then came a long frost, and here was the first hunt meet in five weeks.

What would I answer her?

The birds, twittering in tree and hedge-row, pleased my ear; the smell of soft earth filled my nostrils and tickled my palate; the fresh breeze swelled my breast with hope.

"It will be all right to-day," I said.

I was early at the spot appointed for the meet, but so were others, and it was not long before Nita Grey, escorted by a county J. P. and his son, appeared on the scene.

Nita obeyed my mute request and rode up beside me, a little apart from the rest.

"To-day?" I murmured. "Is the day?"

"To-day?" she queried, in a tremulous undertone.

"It's in the contract," I replied. "And why should you wish to postpone the event? If you could only know the turbulent state of my feelings, the love that is fluttering at my heart, a thirst for one little word, one sweet smile, one touch of pity! Do you doubt my love?"

"I—I don't know," she murmured, her eyes cast down demurely, her hand caressing the horse's mane. "I remember, of course, that you have us in your power, that you can sell us up to-day if you will, that you have already given us five months' grace, and that you are open to a bargain—your mortgage deed for my promise of marriage. Also that I did promise to give you a definite answer the first hunt meet after the first gave in."

"Which is to-day?"

"But do I doubt your love?" She put the question to the air, to the hounds leashed in the near distance, to the thick copse at our elbow, to anything or anybody but to me. "Is love selfish or unselfish?" she asked suddenly.

"Selfish," I confidently replied, "for I am hungry for you."

"Then I suppose it is possible that you love me; but—"

"But?"

"I am selfish too. I want—Guess, Mr. Carstairs, what I want!"

Her face was still half hidden, her eyes still demurely cast down. A fear fell heavily upon me.

"Not—not Jack Addington?" I challenged fiercely.

"Jack Addington?" she echoed. "That would surely be an impossible desire, since you have proved for certain that Jack Addington died in a New York gambling den twelve months ago."

There was so deep a sadness in her voice, added to a suspicion of reproach, that I could have kicked myself for my untimely reference.

"I was thoughtlessly unkind and boorishly unjust," I hastily replied; "Forgive me, and answer your riddle yourself. Love has set you longing—for what—for whom?"

She threw up her well-poised head and confronted me, her eyes aglow with merriment, her hair, straggled plentifully about her ears, waving with the wind in sweet defiance. For a moment the inexplicable change in her demeanour startled me, then my heart gave a throb of joy, for I knew that she was playing a blithesome game with me, the sweet, coquettish young game of love.

"Nita!" I murmured and wished the crowd of huntmen and dogs at the far end of the universe. "Nita! my darling! To-day is the day, and you are its sun. Why can't I side up to you, and pledge our troth, lip to lip, heart to heart?"

"Hush!" she held up a warning finger. "The eyes of the country are upon us."

"Then let us get out of range," I suggested.

"What do you and I care about hunting to-day?"

"Speak for yourself, sir," she interrupted, with quick impudence. "You are talking too much for granted, and you a simple question: What do you think, sir, of wanting more than anything on earth? No, sir, don't attempt to guess. I will tell you—But how?"

"When?" I eagerly demanded.

"When I am tired of following the hounds. Think what people would say if you and I were to make off together now! Have you no sense of propriety? No, not another word. Ride hard and straight, and keep in touch with me. When I give the sign, pause, and I will tell you. See! the fox has broken covert. View halloo!"

"I was fortunately placed, and was made an excellent start."

Straight as a die, and the fox as far as the loam pit; then, swinging to the right, he crept through a thicket and started on a semi-circular tour homeward.

The pace grew hot, but Nita, the huntsman, and I kept the lead; that luck had given us at the start. And I watched our progress with the keenest interest, for every inch the hounds gained upon their intended prey brought me nearer to the moment when I should hear from Nita's lips the sweet truth that was laughing there.

Yes, undoubtedly laughing, and the sight of the fox gave me infinite satisfaction, and I laughed too, sheer joy of heart that at last, at last I had gained my dearest desire.

We were leaping a stiff hedge together, Nita and I, side by side, stride for stride, and our laughing eyes met.

"Can you hear me speak?" she shouted.

"Yes."

"See that knot of trees crowning the next slope?"

"Yes."

"They call it the Lovers' Knot."

"Appropriate."

"I needed no second bidding, but, with my mind a chaos of delight, raised in my behind the woman I worshipped and waited for her to stop.

The fox swept through the clump of trees, the hounds leapt after him, the huntsman hard upon their heels. Nearer and nearer grew the Lovers' Knot, till the trees were almost upon us, till I stooped instinctively to avoid the sweeping branches; but Nita did not stop.

Momentarily bewildered, a prey to a hundred vague apprehensions, I saw her turn half round, a spasm of dismay upon her hitherto smiling face. "Come!" she cried. "Laggard! Come!"

I followed the crowd of rushing, steaming horses that dashed past me, and caught her again at the hollow down which fox and hounds were madly racing.

She caught her pace perceptibly. "I made a mistake," she replied.

"A mistake? About what?"

"The clump of trees. The Lovers' Knot is yonder. The fox is heading that way."

Peering ahead, I could see in the distance a cluster of oaks almost identical with that we had just passed, and settling down in my saddle, followed at the heels of Nita's slowing horse.

The hounds were now giving tongue, and as Reynard disappeared among the trees, hounds and horsemen followed in quick succession.

Nita turned to me, and I saw that her lips were aglow again with their sweet smile.

"Pull up yonder," she cried. "I can't keep the riddle any longer. What do I want more than anything on earth?" she teased.

The field slipped past us, two and three abreast, until the last straggler had passed and disappeared. Then Nita slipped from her horse.

"Is it safe sir?" she impudently demanded.

"To kiss?" I queried. "I will come and see."

Hooking the middle of my arm, I dragged my astonished steed to where Nita stood, daintily drooping, lips—I had no doubt, though I could not see them—asking for the caress I had promised.

"Why have you tortured me?" I cried, "all these long months with this agony of suspense, when—"

"Why?" She upturned her face suddenly to mine, and the look that blazed from her eyes dazzled me. "Because Mr. Addington has just come home with the money to save the mortgage."

I gasped. A bomb could not have disclosed more. "Jack Addington! Settle the mortgage!" I stammered. "What do you mean?"

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas! it was but too true. My agent had misled me. The man named Addington, he had found in California was not the reformed gold-mining Jack Addington from British Columbia who had come home to marry Nita—the Nita who that day had gratified her heart's desire, and made me drink to the dregs a cup of bitter disappointment.—The Rangoon Times.

"That," she replied, consulting a miniature timepiece at her wrist. "It is now twelve o'clock, and the mortgage is paid off to the utmost farthing."

"It's a lie!" I cried. "More bounce! The confidence-trick!"

"Do you think so?" she interrupted calmly. "Well, perhaps you have right to doubt me. But you shall soon see the proof. Mr. Addington is to meet me here, almost at once, with your clerk's receipt for the money. Perhaps you will wait and see it—though I warn you, Mr. Carstairs, that Mr. Addington bears you something of a grudge for spreading the report of his death, knowing it was a lie. Frankly, Mr. Carstairs, I would have left you to the horsewhipping you deserve but for the fact that—though for your own selfish ends—you have refrained from turning us out of house and home."

It was best, I thought, not to await Jack Addington's coming, but to test the truth of Nita's story elsewhere.

Alas!

The Share Market.

LATEST QUOTATIONS.

(April 20th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	370 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£55 buyers
National Bank of China, Ltd.	£ 8	£27 buyers
Do, Founders.	£ 1	£15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$290 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$57 buyers
North China Ins. Co., Ltd.	£ 25	Ts. 18½ buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$135 buyers
Canton Ins. Office, Ltd.	\$ 50	\$63 buyers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$335 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$34 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$128 buyers
China & Manilla S.S. Co., Ltd.	\$ 30	\$41 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$51 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$136 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 buyers
Mining.		
Punim Mining Co., Ltd.	\$ 8	\$51 sellers
Punim Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages de Tonkin	Fcs. 250	\$300 nominal
Queen Mines, Ltd.	25 cts.	nominal
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5 buyers
Raub Mining Co., Ltd.	17s. 6d.	\$38 buyers
Oliver Leitch & Sons, Ltd.	\$ 5	\$24
Oliver Leitch & Sons, Ltd.	\$ 5	\$14 sales
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 1	10 cents
Do. (Preference)	\$ 1	140 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$280 buyers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$104 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 62½	\$12
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 buyers
West Point Building Co., Ltd.	\$ 50	\$53 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$121 buyers
Orumphy's Estate & Finance Co., Ltd.	\$ 50	\$80 sellers
Do. (Preference)	\$ 50	\$131 sales
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 sales
Ewo Cotton Spinning & W. Co., Ltd.	Ts. 100	Ts. 44
International Cotton Mfg. Co., Ltd.	Ts. 100	Ts. 45
Loan-lung-mow Cotton Spinning & Weaving Co., Ltd.	Ts. 100	Ts. 55
Soy Chee Cotton Spinning Co., Ltd.	Ts. 500	Ts. 315
Yahloong Cotton Spinning Co., Ltd.	Ts. 100	Ts. 45
Cigar Companies.		
Alhambra, Limited	\$500	\$200 premium
La Comercial, Ltd.	\$500	\$100 premium
Hensiana Limited	\$100	par
La Favorita	\$500	\$100 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$184 ex div.
China-Borneo Co., Ltd.	\$ 15	\$304 ex div.
A. S. Watson & Co., Limited.	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$104 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 sellers
Hongkong Electric Co., Limited	\$ 5	\$64 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$157
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$164 buyers
H'kong High Level Tramway Co., Ltd.	\$100	\$220 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$24 sales
Carmichael & Co., Ltd.	\$ 20	\$7
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Alexander, Mr. Earl	Kuman, Mr. S.
Anderson, Dr. & Mrs. E.	Kutub, Mr. E. A.
Angus, Mrs.	Keyes, Miss A. C.
Atkinson, Mrs. & Miss	Kieng, Mr. & Mrs. F. J.
Beiley, Mr. W. S.	King, Maj. H. S., R.E.
Bell, Mr. and Mrs. O. M. D.	Kirkwood, Mr. J.
Bell, Miss	Langford, Mrs. J.
Berliner, Mr. F. J. G.	Littledale, R.E., Major R. P.
Birks, Mr. and Mrs. C.	Long, Mr. & Mrs. D. M.
Black, Mr. D. E.	MacLachlan, Dr. J.
Borthwick, Mrs. R. W.	Mackenzie, Mrs. J. R.
Brown, Mr. R. E.	Mackillop, Mr. A.
Bradley, Mr. R. C. D.	Maclean, Mr. T. H.
Brander, R.N., Lt. & Mrs. J. C.	Maddock, Mr. & Mrs. J. C.
Bridge, Mr. L.	Maddock, Mr. S. C.
Brodie, Miss	Mathews, Mr. & Mrs. L.
Brough, Mr. and Mrs. E.	McLellan, Mrs. and infant
Bruce, Capt. and Mrs. J.	McLeod, Mr. and Mrs. J.
Burnie, Mr. C. M. G.	Moffet, Mr. Geo.
Bush, Mr. R. H.	Morgan, Mr. R. H.
Cameron, Mr. D. F.	Mould, R.E., Maj. C. F.
Cann, Mr. W. H.	Nouden, Mrs.
Cann, Mr. J. W.	Olsen, Mr. O. K.
Clark, Dr. & Mrs. F.	Ort, Mr. R.
Colson, Mr. T. S.	Ort, Capt. S. G.
Cooper, Mr. M. A.	Parkinson, Dr. & Mrs. J.
Crichton, Mr. W. V.	Parkinson, Mr. J. R.
Crawford, Mr. H. V.	Passy, Lt. Col.
Denney, Mr. W. O.	Paulsen, Mr. Henry
Derrick, Mr. E. H.	Pick, Mr. S.
Devoson, Mr. A.	Pitcher, Mr. A. J.
Dietman, Mr. A.	Pomeroy, Mr. C. W.
Discombe, Mr. G. J.	Sakeman, Mr. & Mrs. J.
Dorehill, R.A., Major	Sandman, Miss L.
Duff, Mr. W. S.	Seamore, Mr. J.
Dummont, Mr.	Sheld, Mr. Geo. H.
Dyson, Capt. P. S.	Smith, Mrs. Fredrick
Els, Mr. Aug.	Smith, Mr. H. Sock
Flora, Comdr. A.	Smithfield, Mr. L. H.
Gibson, Mr. and Mrs. J.	Sonier, Mr. D.
Kenney	Sperer, H.E.S.
Glover, Mr. C.	Stevens, Mr. H. Goyne
Goddard, Capt.	Stewart, Mr. E. H.
Goddard, Mr. W. A.	Suggden, Mr. A.
Handelman, Mr. H.	Taylor, Mr. D. G.
Hawley, Mr. R. W.	Temple, Miss
Hobden, Mr. H.	Tibbey, Mr. H. M.
Hochappel, Mr. E. C.	Tyson, Mr. E.
Hogg, Mr. H. H.	Valpy, Mr. G. C.
Holkin, Mr. D. I.	Vanderpool, Mr. & Mrs. J.
Howard, Mr. Thos.	Victor, Mr. Lislie
Hawkins, Mr. & Mrs. J. D.	Wakeman, Mr. G. H.
Huke, Mr. and Mrs. F. W.	Watts, Mr. and Mrs. J.
Hunter, Mr. Scott	Wiley, Mr. W. J. G.
Jackson, Mr. J. B. and child	Wild, Lieut. and Mrs. Bagnall
Joseph, Mr. & Mrs. E. S.	Williamson, Mrs. J.
	Ziegler, Hon.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Harston, Dr. and Mrs. G. M.
Benjamin, Mr. S. S.	Hughes, Col. G. A.
Bonarr, Mr. J. W. C.	Hutchings, Miss
Bonastow, Mr. J.	Hutchings, Miss T.
Brayne, Mr. H. F. R.	Lang, Dr. K.
Brown, Colonel F.	Lee, Mr. J. E.
Buttanshaw, Major and Mrs. and maid	Masliuk, Mr. A. L. V.
Buttanshaw, Miss May	Mackie, Mr. C. Gordon
Buttanshaw, Master H.	McGowan, Mr. A.
Carrington, Sir John, C.M.G.	Miller, Mr. and Mrs. N.
Carrington, Miss	Newall, Mr. Stuart G.
Caulson, Mr. and Mrs. Collard, Col. A. W.	O'Gorman, Col. The
Comrie, Mr. A. F.	Oppenheim, Mr. J.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dixon, Mr. F.	Pyne, Mrs.
Ezekiel, Mr. J. S.	Quinn, Mr. M.
Forbes, Mr. Andrew	Ratcliff, Mrs. A. B.
Fraser, Mr. and Mrs. S.	Shelton, Mr. Edward
Graham, Mr. D. M.	Shelton, Mr. A. G.
Graham, Mrs. W. D.	Tomlin, Mr. G. L.
Griffin, Major W. W.	Wagless, Mr. H. J.
G.R.A.P.	Wheeler, Mr. H. B.
Gumpert, Mr. and Mrs. Hays, Mr. J.	Wheeler, Lt. Col. J.

CRAIGLEBURN.

Anderson, Mr. Jas.	Canton, Staff-Surg. H.
Andrews, R.N., Staff.	Canton, Mrs.
Surg. and Mrs. A. G.	Lewis, Mr. M. C. C.
Blender, Mr. Gustav	Ross, Mr. John A.
Brown, Mr. and Mrs. H. Matheson	Volpicelli, Consul

KOWLOON HOTEL.

Downs, Mrs. Leticia	Munro, Master P.
Hoashi, Mr. S.	Thomson, Mr. & Mrs. L.
Leary, Lieut. C.	Wittmuss, Capt.
Masloersky, Mr. W. von	Burns, Mr. G.
Munro, Capt.	

EXCHANGE.

Hongkong, 20th April.	
ON LONDON, Telegraphic Transfer	7/11 9/16
Bank Bills, on demand	1/11 1/16
Credits, 4 months' sight	2/10 1/16
Dinents, 3 months' sight	2/10 1/16
ON BERLIN, (demand)	M. 20/1
ON PARIS, Bank Bills, on demand	247/1
Credits, 4 months' sight	247/1
ON NEW YORK, Bank Bills, on demand	247/1
Credits, 30 days' sight	247/1
ON BOMBAY, Telegraphic Transfer	447/1
On demand	147/1
ON SHANGHAI, Telegraphic Transfer	724/1
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	247/1
Sovereigns, Bank's Buying Rate	10/108
Gold Leaf, 1000 touch, per tael	52.00
Bar Silver	272/1
Dollars	nom.

OPUM QUOTATIONS.

Hongkong, 20th April.	
New Pains	\$915/374 per chest
New Benares	\$97/0
New Malwa	\$820/30 per picul
Old Malwa	\$840/60
Perrin, paper tied	\$814/815

VESSELS IN PORT.

Steamers.		
AGAMEMNON, British steamer, 4,461, H. Nish, 13th April—Moj 9th April, Coals.		
AMARA, British steamer, 1,565, C. J. Mauck, 13th April—Singapore 27th March, and Bangkok 12th April, Rice—Jardine Matheson & Co.		
AMERICA MARU, Japanese steamer, 3,460, P. H. Go, 12th April—San Francisco and Shanghai 10th April, Mails and General—J. S. Van Buren.		
ARIAKE MARU, Japanese steamer, 2,192, T. Tasaka, 15th April—Kutchinotzu 10th April, Coal—Mitsui Bussan Kaisha.		
ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. E. Co.		
BUCKINGHAM, British steamer, 1,876, A. W. Cole, 16th April—Moj 10th April, General—Doddwell & Co., Ltd.		

BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.		
CAICHER, British steamer, 4,278, T. Bartlett, 19th April—Singapore 14th April, General—Butterfield & Swire.		
CEYLON, British steamer, 2,537, N. Hayward, R.N.R., 18th April—London 9th March, and Singapore 13th April, General—P. & O. S. N. Co.		
CHARLES ROGER, Belgian steamer, 1,291, C. Herfurth, 14th April—Saigon 9th April, Rice—Doddwell & Co., Ltd.		
CHWNSHAN, British steamer, 1,281, J. F. Messer, 16th April—Bangkok 9th April, Rice—Bradley & Co.		
CLAYTON, British steamer, 2,255, J. Barker, 10th April—Port Natal, Ballast—Doddwell & Co., Ltd.		
EMPRISSE OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th April—Vancouver 25th Mar, and Shanghai 13th April, Mails and General—C. P. R. Co.		
EVA, German steamer, 2,083, Chr. Petersen, 7th April—Kobe 31st March, Flour—Arnhold, Karberg & Co.		
GISELA, Austrian steamer, 2,640, F. Mosca, 18th April—Singapore 12th April, General—Sander, Wieler & Co.		
HAINUN, British steamer, 636, W. J. Davis, 12th April—Wohaiwei via Woosung 5th April.		
HAIR, British steamer, 1,183, W. Passmore, 10th April—Fochow, via Amoy and Swatow 18th April, General—Douglas, Lapraik & Co.		
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar.—General—Butterfield & Swire.		
HANOI, French steamer, 768, Pannier, 20th Mar.—Hoihow 8th Mar, General—A. R. Marty.		
KAIFONG, British steamer, 1,024, G. H. Fehne, 16th April—Cebu and Iloilo 12th April, General—Butterfield & Swire.		
KWEIANG, British steamer, 1,062, A. W. Outbridge, 8th April—Canton 8th April, General—Butterfield & Swire.		
LIGHTNING, British steamer, 1,222, J. G. Spence, 19th April—Calcutta 23th March, Penang and Singapore 13th April, General—David, Sisson Sons & Co.		
MAIDZURU MARU, Jap. str., 668, K. Sabozima, 18th April—Tamsui, Amoy and Swatow 17th April, General—Mitsui Bussan Kaisha.		
MARIE JENSEN, German steamer, 1,774, P. Hemmen, 14th April—Saigon 9th April, Rice—Jensen & Co.		
MUKER, British steamer, 1,329, Halliday, 10th April—Moj 13th April, Coal—Arnhold, Karberg & Co.		
OLYMPIA, American steamer, 1,730, John Trueblood, 15th April—Tacoma 14th March, General—Doddwell & Co., Ltd.		
PENARTH, British steamer, 1,059, W. H. West, 27th Mar.—Woosung 23rd Mar, Ballast—Order.		
PETRIANA, British steamer, 1,120, Snopes, 25th Mar.—Belle, (Papan) 10th Mar, Kerosine—Arnhold, Karberg & Co.		
PING SUEY, British steamer, 4,149, Pernelle, 7th April—Seattle Wash 1st March and Manila 4th April, Ballast—Jardine Matheson & Co.		
POMPEY, American steamer, 785, J. H. Scriven, 31st Mar.—Manila 18th Mar, Coal—U. S. Navy.		
SATURN, American steamer, 1,817, J. H. Potter, 29th Mar.—Reef Pass 28th March.		
SHANTUNG, British steamer, 1,835, T. Quail, 2nd April—Hongray 30th March, Coals—Butterfield & Swire.		
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.		
SKULD, Norwegian steamer, 913, A. Berghm, 12th April—Bangkok 13th April, Rice—Chinese.		
SOCOTRA, British steamer, 3,890, Thos. H. Hide, R.N.R., 19th April—London 2nd Dec, and Singapore 14th April, General—Butterfield & Swire.		
STANTON, British steamer, 3,284, G. R. Gordon, 5th April—Moj 1st April, General—Butterfield & Swire.		
TARTAR, British steamer, 2,468, G. D. Bowles, 4th April—Tacoma 5th Mar, Flour—C. P. R. Co.		

Sailing Vessels.		
ADOLPH ORRIG, American ship, 1,262, Ambury, 19th Dec.—New York 2nd June, and Chefoo 12th Dec, Oil—Standard Oil Co.		
DUNDEE, British ship, 1,998, Heranring, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.		
FULWOLD, British ship, 1,986, Thomas 1st Dec.—Cairniff via Cape Town 26th Sept, Coal—Government.		
HOTTIE C. SWIN, American ship, 45, Riley, 24th Feb.—Yap 14th Feb.—Ballast—Master.		
LARGO BAY, British ship, 1,178, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.		
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Ponape and Caroline Island 11th Mar, Copra—Master.		
LÜZON, American 3-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 18th Dec, General—Holliday, Wise & Co.		
MADAGASCAR, British 4-masted bark, 1,997, A. H. Smith, 18th Feb.—from New York, Oil—Standard Oil Co.		
MERCURY, German schooner, 52, Warrin, 23rd Feb.—Yap 9th Feb, Ballast—Siemens & Co.		
ONI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb, Patent Fuel—Government.		
PRESIDENT, British bark, 766, R. B. Monro, 3rd April—Rajang 8th Feb, Timber—Ping On Co.		
SEA WITCH, American ship, 1,172, Howts, 21st Feb.—Manila 18th Feb, Ballast—Master.		
THYRA, British schooner, 244, Dinning 9th April—Bary Dock 15th Feb, Coals—Order.		
VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept, Case Oil—Order.		

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Foreign Men-of-War on the China Station.		
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, 24 guns, 34 knots, 1,500 h.p., Capt. M. V. Elisenan, Shanghai.		
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolovsky, at Tientsin.		
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.		
Bobr, Russian gun-velvet, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.		
Dimitri Donstoy, Russian armoured cruiser, 5,800 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.		
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Berekrennik, at Taku.		
Gremitskiy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Mikhalevsky, at Taku.		
Korymb, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.		
Manjurov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.		
Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.		
Nayadnits, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.		
Otawany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copianoff, at Nagasaki.		
Petravskiy, Russian battleship, 12,000 tons, Capt. Grevis, at Nagasaki.		
Pelissier, Russian battleship, 10,000 tons, 11,555 h.p., 16 guns, Capt. Ogeroff, at Nagasaki.		

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SEA WRECK, American ship, 1,172, Hews, 21st Feb., Manila 18th Feb., 1127.—Matter.

THYRA, British schooner, 234, Dunning 9th April.—Barry Dock 15 Feb., Coak.—Order.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

**HIS BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.**

Hongkong, April 20th, 1901.

Alcidity, despatch-vessel, 1,700 tons, 10 guns, 3,000 l.h.p., Comdr. C. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 l.h.p., Comdr. E. D. Hunt, Singapore.

Arctura, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 l.h.p., Capt. J. Stanton, Singapore.

Argonaut, 1st-class cruiser, 15,000 tons, 15,500 l.h.p., 16 guns, Capt. G. H. Cherry, L. N. Shanghai.

Astraea, British 2nd-class cruiser, 4,300 tons, 7,000 l.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 l.h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.

Barfleur, 1st-class battleship, 13,000 tons 14 guns, 12,163 l.h.p., Captain G. J. S. Warrander, Nagasaki.

Dispatch, 1st-class cruiser, 9,000 tons, 12 guns, 21,445 l.h.p., Capt. Henderson, C.M.G., Hongkong.

Donatzenburg, 2nd class cruiser, 3,000 tons, 10 guns, 9,000 l.h.p., Capt. C. J. G. 14th Feb., Taku.